PROCEEDINGS OF CONGRESS

The Senate Passes the Pension Appropriation Bill After a Short Debate,

In Which Matson's Generosity Is Mildly Criticised-S. S. Cox, Congressman Mason and Others Discuss the Tariff Question.

WASHINGTON, May 17 .- In the Senate, the report of the conference committee on the House bill in regard to the Cincinnati centennial exposition was presented and agreed to.

The pension appropriation was then taken up, the question being on the amendment reported by the committe on appropriations to strike out the words "that in all pensions to widows, payments shall be made from the date of the death of the husband;" and to insert: "That all payments which have been, or which may hereafter be granted under the general laws reculating pensions to widows, in consequence of death occurring from a cause which originated in the service since the 4th of March, 1861, shall commence from the date of the death of the hus-

Mr. Cockrell moved to amend the amendment by striking out the words "which have been. or," so as to confine its application to future pensions. He estimated that the additional cost under the Senate amendment would be \$1,473,-000. If his own amendment were adopted the additional cost for 1889 would be \$756,000.

Mr. Blair commented sarcastically on the liberality recently displayed in the House of Representatives toward those who had served on the Union side in the war of the rebellion, comment-ing particularly on the report of the House committee on pensions to remove the arrearages limitations, which would cost a mere bagatelle of \$250,000,000. In view of that dawning reason and that sense of justice on the part of the Demceratic majority in the House, he thought that the Senate might show a little liberality in this

Mr. Paddock suggested that the Democratie members of the House committee on pensions should be absolved, as he understood that the shairman of that committee had been playing altogether "s lone hand." Mr. Beck inquired the meaning of the phrase

"a lone hand," and was informed that if there was any place in the world where that term was perfectly understood it was in Kentucky. Mr. Beck spoke with some bitterness as to the course of the House committee on pensions, and admitted that both parties were pandering equally to what was called "public opinion" that was, to the efforts of pension agents.

He expected, in his opposition to all such measures, to have to play pretty nearly "a lone hand." He declared his purpose, whenever the tax bill came before the Senate, to move an some tax, to be applied to pensions, so that the solders of accumulated wealth should contribute to the support of those who were supposed to have made such sacrifices for the protection of that wealth. The wealthy men who would have to pay this income tax might then try to hold in check the political demagogues of both parties. Finally, the vote was taken on the amendment offered by Mr. Cockrell, and it was disagreed to -yeas 20, nays 23-s party vote, except that Mr. Blodgett voted with the Republicans, in the negative. The amendment reported by the committee on appropriations was then agreed to, without division, and the bill was passed. The Senate then proceeded to business on the calendar and passed, among other bills, the fol-lowing: The house bill to amend the Revised Statutes in relation to timber depredations; the

Senate bill to establish a public park in Colo-

rado, to be called the Royal Arch Park.

The Senate then proceeded to executive business. After the doors were re-opened the Sen-ste resumed the consideration of the calendar and passed, among other bills and resolutions. the following: Senate joint resolution author-izing Brig.-Gen. Absalom Baird to accept from the President of the French Republic the decoration of commander of the Legion
of Honor; the Senate bill authorlizing the Little Rock & Alexandria Railway
Company to construct a bridge across bayou
d'Arboune, La.; the House bill for the protection of United States officials in the Indian Territory; the House bill to authorize United States marshals to arrest offenders and fugitives from justice in the Indiau Territory; the House bill to pay certain employes of the Chicago custombonse for extra-time service; the Senate bill for appropriating \$150,000 for quarters and barracks at the branches of the National Military Home for Disabled Volunteer Soldiers; the Senate bill appropriating \$200,000 for a public building at San Diego, Cal.; the Senate bill to authorize the Fort Smith & Choctaw Bridge Company to construct a bridge across the Potou river, in Choctaw Nation, near Fort Smith, Ark. After passing thirty-five bills, the Senate adjourned till Monday.

Breckinridge, Cox and Mason on Tariff. WASHINGTON, May 17 .- Mr. Henderson, of Iowa, presented the conference report on the Cincinnati exposition bill, and it was agreed to. On motion of Mr. Robertson, of Louisiana, a bill was passed to subdivide the Eastern judicial

district of Louisiana. The House then went into committee of the whole-M. Springer, of Illinois, in the chair-on

Mr. Peters, of Kansas, argued that if it was true, as asserted by gentlemen on the other side, that a protective tariff was robbery, the Mills bill only sectionalized that robbery. Robbery was a pillagine, a taking away by violence and by wrong. If protection was robbery it was pillaging the people and taking property by vioence and wrong. If protection was robbery, and the Democratic party was in favor of free trade, every Democrat who supported protection was a robber, and if the Mills bill was not a free-trade measure every Democratic member of the ways and means committee was a robber. He reviewed the speeches of the members of what he termed the robber gang, captained by Mills, who had McMillin for his lieutenant, and declared that the absurdity of some of the statements therein contained was enough to make a wooden Indian standing in front of a cigar store

Mr. Anderson, of Illinois, antagonized the rotective system for having enriched a chosen few, and for having accumulated in the Treasury a dangerous surplus; and he controverted the position that a return to a revenue basis would result in a reduction of the rates of wages to labor. He denied that the manufacturing industries of Illinois had been built up by protection, and asserted that they had become pros-

perous in spite of the tariff. Mr. Breckinridge, of Arkansas, opened his speech with a reference to and a eulogy of the President's annual message, and declared that it had met with great popular favor; that the political adversaries of the Democratic party had sought some point of attack along the Democratic line, and that the chief of the opposition forces, who had rushed valiantly into practically a letter of resignation, withentirely from the contest. In the course of events, the President's message was referred to the committee on wave and means, and that committee reported a bill to the House proposing a reduction of taxation. This has been made an occasion of violent assault and most extravagant assertions; but since the people have had an opportunity to ex-amine the bill and to meditate upon it, they had found that it was a bill that fell far short of even the conservative recommendations of the President. The people were beginning to approve the bill. To-day, all over the country, county after county, district after district, and State after State united in an enthusiastic demand that there should be of taxes. After a brief reference to the proceedings of the ways and means committee, in which he denied the majority had ever refused the right of petition, and criticised the minority for having made extravagaut statements in regard thereto, he passed to an exhaustive analysis of the provisone of the bill, contending that the conservative reductions proposed could not result in the crip-pring of any of the industries affected by the measure. In discussing the question of free wool, he replied to and denied the charge brought by gentlemen on the other side, that the placing of wool on the free list was a sectional measure designed to injure the wool-growers of the North and West In conclusion, he said that the bill proposing to remedy the existing evils of the tariff was a moderate and conservative measure. It was not a sections bill. The condition of affairs at this time did not permit of the question assuming a sectional hase. There had been a time when the derelopment of the country from which he came was limited by the institutions which then prevailed, and which, he was happy to say, had gone forever; but now, under free labor, his country was developing in every way. The pending question was a national one; and it was for the people to determine whether they would take the first step, as proposed by the Mills bill, toward a return to something like a peace establishment or whether they would permit a war tariff and a system of subsidy to obtain in

the land. [Applause].
Mr. Stewart, of Vermont, spoke against the Mr. Cox, of New York, said he would be willing to reduce taxation in almost any way. He
would do almost anything to get rid of the
cess till 8 o'clock, the evening session to be for
exception which menaced and paralyzed the in-

dustries of the country. In 1861 he had gone to the custom-houses in Boston and New York, and found there the cost for some articles imported. After making computations and allowing for the premium on gold, he had found that in order to get \$50,000,000 into the treasury the order to get \$50,000,000 into the treasury the country had to pay the enormous sum of \$750,-600,000 that never saw the treasury. Deducting the 60 per cent for depreciated paper money, it would be found that in order to get \$50,000,060 into the treasury the country now paid at least \$300,000,000. He would not call this protection system robbery or burglary; he would use some euphemistic word, like the gentleman from Ohio [Mr. Butterworth], who said that enstems duties were not a tax but a said that customs duties were not a tax but a trade regulation. He remembered reading about a Catholic priest who met with a brigand who had not a knife or a pistol in his hand, but who said to the priest, 'venerable elder brother, it is cold in the mountains, lend me your cost; venerable elder brother, I am tired of walking, lend me your horse." That was a trade regulation. [Laughter]. Gentlemen on the other side said the Mills bills was a radical measure. He did not see that a reduction of 7 per cent. was much of a free-trade reduction. He wondered that the gentleman on the other side did not follow the example of the tallow candler of France, who petitioned for the suppression of all gas-producing machines and wanted all windows, openings, chinks and clefts closed, so that the sun could not enter. and so that the tallow chandlers might have all the advantages which would follow the closing out of the sun. It was proposed to shut out the sun as a foreign cheap-labor producer. [Laughter.] In conclusion, Mr. Cox said that the country had grown from sea to sea, and from gulf to lake, expanding its progress. Why should we not expand our liberty also? We had liberty to sleep, and teach, and worship, according to the dictates of our conscience. We had soul liberty, why not commercial liberty also? Why not give men the right to the earnings of their own labor? Why take from one class to give to another? Why make a slave of the laborer? Why put the shackles on any man? Why not gland for freedom everywhere? Let us be true

to the principles of our Constitution; true to our freedom, for "what avails the plaw, or soil, or land, or life, if freedom fall?" [Applause.] Mr. Mason, of Illinois, said that he looked with suspicion upon all efforts of the free-trade party to reform the tariff. The Northern Democrats asserted that they were not in favor of free trade, but "the tail goes with the hide." He cited the dead-lock of a few weeks ago on the direct-tax bill, stating that Northern Democrats said they would rot in their seats before they would be bossed by the Southern Democracy, but when King Caucus tapped the bell the Democrats all scooted.

The brigadiers rang the caucus bell; The doughface cries, "for shame; I'll not be bossed by the brigadiers,

But he gets there just the same. When the Democratic party gained posses-sion of all branches of the government, and announced the doctrine of free trade, the Northern Democrats, who were but the tail to the great Democratic dog, would meekly fold itself between the hind legs of its owner, and wait for instructions from the business end of the dog whether to wag for protection or free trade. Mr. Mason then attacked the proposition made by Mr. Mills, that the people ought to have the right to buy where they could buy the cheapest, and gave a description of the working classes, calling on Mr. Mills to ask him why he wished to buy the product of the labor in England, where he could buy it so much cheaper. He made Mr. Mills say: "I want to buy my shoes in England, where I can buy them cheaper, to help the poor shoemakers of America," and that he wanted to buy his cloth of other countries to help the spinners and weavers of America, and that he wanted to buy his ma-chinery and iron tools in England, where the wages were just half what they were in this country, to help the poor iron-workers of his country. He said: "I have never been in favor of sending a man to the penitentiary for preaching free trade, but when he asks to buy the product of labor in other countries, and announces as the reason that it is to help the laboring men of this country. think he ought to be sent down for six months, twice a year for fifty years, for hypocrisy." He attacked the Mills bill, saying that it was in the interests of trusts and syndicates, and cited the sugar trust, which, he said, was one of the largest, if not the largest, trust in the world, that affected the price of any of the necessaries of

He suggested to the gentleman from Mississippi [Mr. Allen] that the comic opera he quoted from was not suited to his style of voice and form, and suggested that instead thereof he

Rock-a-by Sugar Trust, you're on the tree top; While we are in power your cradle will rock. But if the tariff busts the cradle will fall, And down will come Sugar Trust, Mills bill and all Or, if he insisted on rising to that higher realm of "Mother Goose," he would suggest:

Little Boy Blue, come blow your horn nice; Blow sheel out of mutton, but don't touch our rice. [Great applause and laughter on the Republican side.] He also suggested that the gentle-man hold the infant trust in his arms and say, "Darling I threatened to roast you the other day, but that was a bluff;" and that he pass the infant sugar trust to Mr. Mills, who would fondle it and say: "Baby dear, don't cry, you shall have all the sugar in the United States. The Cobden boys can have everything else but And then he would pass it to the gentleman from Kentucky who would say: "Don't cry, little popsie wopsie. If our poor little popsie wopsie should die we would not have any-thing else to throw at the Republican party."
The gentleman from Mississippi complained bit-terly because the cows in his State do not give as much milk as they did in New England, and the hens did not lay as many eggs. If there was anything under the heavens that would stop alaying hen or dry up a cow, it was to be brought up under the influence of free trade. The gen-tleman, however, boasted of their beautiful women and their brainy men. They might have very brainy men in Mississippi, but if they did, then it was another illustration of the saying that "you never can tell the kind of goods a man keeps by the samples he puts on the road.' [Laughter.]

Mr. Allen, of Mississippi—Are we to judge of your father's skill by his products? Mr. Mason-You are. Anybody who don't like my style of architecture knows what he can do when I am not busy.

Mr. Mason, continuing, said that the majority of the committee on ways and means, six out of eight, came from States lately in the rebellion. and when he went through his district and saw the prosperous manufacturing and business men there, and realized that the gentlemen on the committee had no sympathy and no interest in them it ground him to think that the affairs of his district should be in the hands of such men. A few years ago, when the brigadiers got back into Congress the prodigal son act worked very well, but now it did not fit their case. Said he: "You are back in your father's house because he caught you by the nape of the neck and the seat of your pants and brought you back. You did not say, 'Father, I have sinned against thee; I am not worthy to be one of the family; make me a hostler.' That is not the kind of prodigals you are. You come in at the front door, wipe your feet on the carpet and try to drink out of the fire extinguisher. You do not wait for the fatted calf; you put your feet on the table and say, 'What I want is veal' [Laughter.] When the Republicans talked about protecting any of the enterprises in the manufacturing States, the Democrats insisted on incorporating into the laws of the .United States a plank that was in the Constitution of the Southern Confederacy. The people were getting very weary of it, and next fall they would take the prodigal son and gently send him back to the busks of a defeated Democracy, while your leader—his one-termedness-will be promoted to the highest position in the world-that of an American citizen in private life." He also declared himself against the proposition of free whisky, saying that whisky was not only a pauper-breeder, but a multiplier of Democrats, and that he was in favor or taking off the tax on alcohol used in the manufactures and arts. He then attacked the committee on ways and means, charging that he had been informed and believed, and that they had not denied it, that an agent of the English manufacturers had been in consultation with the committee, and had been influential

fixing some parts of the Mills bill. He said: "If it is true that any representative of the English manufacturers has secured the adoption by the committee of one item of this bill, then the man who consented to it upon that committee is as much a traitor to the industries of his country as his ancestors were twenty-five years ago, who tried to destroy the Union, but without the redeeming feature of bravery. [Hisses on the Democratic side.] You charge me now with drawing sectional lines. I deny it. I am simply calling attention to the sectiona lines which you have drawn. You have drawn this bill, in every particular attempting to benefit the people of the South, wholly regardless of the interests of the North, East and West."

Mr. Mason closed by saying that the sleeping giant, the Republican party, would awake, and, standing in every barbor and port of entry, would say to the importers of goods produced by cheap and pauper labor, "Thus far, and no farther," and under the influence of Republican administration the country would have new life and new hopes, and make greater strides in the march of civilization than had heretofore been accomplished in the history of the world.

Mr. Herman, of Oregon, spoke in opposition to the bill, dwelling upon the necessity for coast defenses upon the Pacific, and pointing out that much of the surplus might profitably be used

AFFAIRS OF THE RAILWAYS.

Northwestern Freight Rates. CHICAGO, May 17.—A meeting of the general managers of Western and Northwestern roads was held here to-day for the purpose of considering a plan of reorganization. All the roads interested in Northwestern freight traffic were represented. The most important result of the conference was an agreement to advance rates between Chicago and St. Paul 20 to 30 per cent. on the several classes. The rates agreed upon will go into effect June 4, as follows: First-class, 60 cents per 100 pounds; second, 50 cents; third, 35; fourth, 25; fifth, 17; class A, 18; B, 16; C, 14; D, 12; E, 10. This is an advance of 10 cents on the first and second classes, 5 cents on the third and fourth, and 41 cents on the fifth class. The Burlington & Northern, while agreeing to this advance, refused to change its rates on through traffic from New York to St. Paul via Chicago, which will remain at \$1.01. first-class. The managers will meet again next

Personal, Local and State Notes. Geo. Sherman, general manager of the Red, White and Midland fast-freight lines, is in the

Work on the extension of the Cincinnati, Wabash & Michigan road to Rushville is to be commenced at once. It will pass through

C. S. LaFollette, Western passenger agent of the C., I., St. L. & C., is in the city. He is of the opinion that travel over all of the roads is

A movement is on foot in Chicago looking to the closing of the railroad offices at 1 o'clock on Saturdays, and the matter is being talked over n Indianapolis railroad circles.

to improve bandsomely.

There are eight fast-freight lines which operate over the Lake Erie & Western road, and in addition to their fast freight line equipment the company owns 3,200 freight cars. The Lafayette car-works are building thirty cabooses for the Duluth, South Shore & Atlantic road, which are about as fine in finish as were

passenger coaches a few years ago. The headquarters of Wm. Garstang, master mechanic on the Chesapeake & Ohio road, will be Richmond. The company has shops also at Huntington. At both places 910 men are em-

George Shorey an engineer on the Wabash, has been promoted to the position of road fore-man of engines between Toledo and Danville, Mr. Shorey is one of the veteran engineers on the road and worthy of promotion. The rate on cattle in car-loads was y

reduced between Chicago and Indianapolis from 124 to 10 cents per 100 pounds; the rate on sheep from 14 to 10 cents. Between Chicago and Ohio river points they were advanced 34 cents. The Indianapolis car-works will get all their old contracts cleared up by June 15, and then, under their contract with the Atchison, Topeka & Santa Fe, must deliver coal cars at the rate

of 400 a month, until the contract for 2,000 is

Neil Kerr, who represents the passenger department of the Queen & Crescent route in this section, was in the city yesterday. He states that on the 28th of this month the Q. & C. will open its standard gauge route up Mount Look-

The passenger equipments of the Indianapo-lis, Decatur & Western road are now going through the shops to be repainted and relettered Indianarolis, Decatur & Western. In repainting the coaches some very fine work on the ex-

The New York Commercial Bulletin of the 17th says that the Chicago, Burlington & Quincy has promised to work the branch from Quincy to Beardstown with the Indianapolis, Decatur & Western, provided it will build from Decatur to Beardstown.

Train-dispatcher Stiles, of the Chicago & Alton, was in the city yesterday. He says that the management contemplate the shortening up of their time between Chicago and Kansas City another hour, making the run two and a half hours quicker than it was made on last summer's

One of the queries in passenger circles is, why does President Ingalls of the Chesapeake & Ohio and of the C. I., St. L. & C., allow the emigrants landed at Newport News, by the Old Dominion steamers, to go to Louisville thence over the L., N. A. & C. road to Chicago, when his own lines could carry them?

The Pittsburg & Western express is a plum which the old companies have been trying to pluck, the United States, the American and Wells, Fargo & Co. all having made offers for it, but the owners of the P. & W. express want such an exorbitant figure that the old companies will allow them to do their own business for the

F. J. Burton, Eastern passenger agent of the Colorado Midland road, is spending a day or two in the city. He states that within twelve months the Colorado Midland will have their road completed to Ogden and Salt Lake City, and will then have a line from Denver to those points 150 miles shorter than the Denver & Rio

F. J. Luley, foreman of the Bass car-wheel-works, Ft. Wayne, has just completed his thirtieth year in their service. Frank Fink and J. J. Steir have been foremen of departments in these works respectively twenty-eight and twenty-six years, and there are a large number of men who have been with the establishment

The 15th of June has been fixed upon as the date for the commencement of running the C., L, St. L. & C. passenger trains over the North Bend cut-off, instead of through the tunnel. Of late the work on this improvement has been pushed briskly, enabling the company to use the new track a month earlier than was expected a

It is stated that the Louisville, New Albany & Chicago road will, on Monday next, commence using the Kentucky & Indiana bridge into Louisville. The injunction suit instituted by the L., N. A. & C. against the Jeffersonville. Madison & Indianapolis company will come up for a hearing in the Louisville Chancery Court on the 24th of this month.

Among the important questions to be settled to-day at the meeting of the officers and directors of the Union Railway Company will be how many of the officials of the respective roads will be given headquarters in the New Station building; whether any room shall be assigned to the Railroad Christian Association; who is to have the restaurant, and what is to be done with the

Engine 128, Schenectady build, on the Cincinnati, Hamilton & Indianapolis, Wednesday night, bauling eight cars, made the run from Rushville to the Union Depot, forty miles, in forty-nine minutes, stopping at the Belt road crossing and running slow in the city limits. Yesterday the C., H. & D. received a second engine of this build, which is to be placed on the C., H. & I. division.

Friends of the Indianapolis, Decatur & Western road have been boring for gas at Chrisman. a station eighty-five miles from Indianapolis. After boring 1,300 feet they gave up finding gas. but at a depth of 500 feet they found a vein of excellent coal, six feet in thickness, and are now sinking drills to find what extent of territory the vein covers. If it proves as expected a company is to be organized at once to open up mines on an extensive scale.

The Lake Erie & Western people announce the opening of their Peoria extension on the 27th of this month, and the following stations have been established west of Bloomington: Carlock, Conger. Deer Creek, Santa Fe Crossing, Farmdale, Toledo, Peoria & Western Crossing, Hilton, Peoria. Between Sandusky and Peoria, and Michigan City and Indianapolis, the L. E. & W. road crosses or connects with just fifty roads.

The official records show that the trains of the Pennsylvania Company, the last ninety days, have made the best record in arriving at Indianapolis in many years, demonstrating the fact that it needs only a little decisive action on the part of the management to bring about such a result. The popularity of the C., I., St L. & C. road to-day is largely due to the fact that their trains are almost invariably on time. For years the Pennsylvania Company was lame in this respect, but with the improvement their travel is improving.

The case of Williamson against the Pennsylvania Company which was on the court calendar of Wayne county has been settled by compromise. This case is much similar to that of W. F. Hinkle, a farmer, who has brought suit against the Evansville & Indianapolis road for \$2,000 damages. Hinkle tendered a ticket for his fare, recently, dated Dec. 17, 1887. It stated on the face that it was good for only thirty days from its date and the conductor put Mr. Hinkle off the train seven miles from home.

The American Ticket-brokers' Association seems to be more prosperous than at any time in its history. The association now has 122 members and a large per cent of them were present at the meeting in Detroit, and all were enthusiastic over their prospects and showed a determination to fight any legislation which might be sought against their interests. H. A. McCray, of Kansas City, was elected president; W. B. Carter, of Louisville, secretary, and George Frey, of Indianapolis and L. Salomon, of Chicago, members of the executive committee. The Railway Officials' and Conductors' As-

ficials have become members. The association has paid out since the first of the month over \$3,000 in indeminity losses to injured members. John Patterson received from the association \$139.28; J. A. Bratt, \$321.43; F. M. Atkinson, \$600; A. A. Clark, \$450; F. A. McCall, \$200. These are among the largest losses paid of late.

Superintendent Mansfield, of the Indianapolis & Vincennes road, has been spending two or three days along the line, giving special attenpromises to be the best in the last ten years, and, while it is most too early to judge of the corn, it is now very promising, coming up even and growing well. The company is now doing a good deal to improve the physical condition of the road, putting in twelve miles of new steel and 75,000 new cross-ties. The new bridge over White river at this point will be completed by Wednesday of next week. The structure is 450 feet long, and the bridge proper cost \$24,000. It rests on stone abutments put n three years ago.

Miscellaneous Items. The Chicago, Burlington & Quincy road has commenced fitting up its entire passenger equip-ment with the Janney coupler, instead of the Miller coupler.

The president of one of the big roads says that dividends on all roads between Chicago and the Missouri river will be reduced this year, as they will needs be paid out of net earnings. Arrangements are progressing for the building of the Tucson, Globe & Northern road. It will be 110 miles in length, extending from Tucson

to Globe, with a twenty-mile branch. Boston capitalists are behind the enterprise. The East Birmingham, Ala., iron-works have commenced building small locomotives of the Douglass patent. They now have orders for twenty—ten go to the Cahaba Coal and Iron road. They are especially adapted to narrowgauge roads.

The immigration department of the Chicago, Milwaukee & St. Paul road has been consoli dated with that of the passenger department, and under charge of Assistant General Passenger Agent Heafford. The change is to take effect June 1.

Chairman Midgley has figured out a very re-markable showing of the losses to the roads in the Southwestern Association by the late rate war. He makes out that the loss to the roads was but a little over half a million dollars, although the rate war was carried on for five

The engineers employed by the commission to prepare an estimate of the present value of the Pacific roads and the cost of reproducing them, estimate the value of the Union Pacific to be \$120,270,120. They say the earnings of the system will pay 5 per cent. per annum on this esti-

The principal reason that the C., B. & Q. did not pass its dividend, it is stated, was that Illinois and the Eastern States prohibit savings institutions investing in bonds of railroad compa-nies which do not pay dividends for five consecntive years, and saving institutions are large holders of C., B. & Q. bonds.

The Westinghouse company has an air buffer for ears which promises to be superior to any of the spring buffers now in use. It is claimed that cars can be brought together at ten miles per hour without closing the buffer, and when ordinary coupling is going on the jar to the coaches is so trifling that it will not waken the passengers in a sleeping coach.

At the meeting of the directors of the Atchison, Topeka & Santa Fe road, a long discussion was had as to the practicability of making further extensions of the sys-tem this year, and it was finally decided that nothing should be done in that direction. C. W. Smith, first vice-president, says that the company does not wish to extend its lines East of Chicago and all talk of leasing the Erie was groundless.

Losing His Memory.

"Dan," remarked the President, "did you read that article in the Scientific American about the man with the wonderful memory?"

"Yes, sire." "The account states that he never amounted to anything—never accomplished anything." "Queer thing memory is, Dan. Mine is fail-ing rapidly. Do you know, Dan, I can't re-member anything I said or wrote four years

"So it seems, your Excellency."
"You needn't be so emphatic, Dan; I can remember enough to know that I didn't promise you any second term."

Cashmere Bouquet Perfume Is unexcelled in exquisite combination of delicate odors. Colgate & Co., are the largest perfumers.

DIED. FLETCHER-Thursday, May 17, 1888, Ernest Albert, only son of Albert E. and Lida S. Fletcher, aged ten years and three months. Funeral and burial

SPENCER-Dora, daughter of Charles N. and Elizabeth Spencer, May 15, 4:30 p. m.; age nine years. Funeral Sunday, May 20. from residence, No. 75 East Seventh street, at 2 p. m. Services by Rev. B. F. Foster. Friends invited.

ANNOUNCEMENTS. DR. A. BLITZ HAS RETURNED TO THE CITY.
Office, 221g W. Washington st., over Sloan's
drug store. (Practice exclusively.) Eye, ear and
throat diseases.

WANTED-MALE HELP.

WANTED - EXPERIENCED, WIDE-AWAKE VV life insurance solicitors for city work. immediately. Address "WIDE-AWAKE," Journal office. ANTED-MEN-TO SELL ALL KINDS OF nursery stock. To successful salesmen I pay as high as \$100 a month and expenses. No experience needed. Apply immediately, with stamp, giving age. R. B. KNIFFIN, Nurseryman, Paterson, N. J.

WANTED-SITUATIONS. TATANTED-SITUATION-BY A LADY, AS STE W nographer; has a knowledge of book-keeping. Can give reference. Address B. E., 316 S. East st.

FOR SALE-REAL ESTATE. FOR SALE...THE CHEAPEST VACANT CORNER lot on Broadway, for cash. HASSELD & CO., 1819 N. Pennsylvania st.; Rooms 7 and 8.

FINANCIAL. MONEY TO LOAN-WM. & H. M. HADLEY, 70 VI East Market street.

MONEY TO LOAN-6 PER CENT. HORACE MCKAY, Room 11, Talbot & New's Block. MINANCIAL MONEY ON MORTGAGE FARMS and city property. C. E. COFFIN & CO. SIX PER CENT. ON CITY PROPERTY IN IN-MONEY TO LOAN ON FARMS AT THE LOW. est market rate; privileges for repayment before we also buy municipal bonds. THOS. C. DAY & CO., 72 E. Market street, Indianapolis.

AUCTION SALE.

UCTION SALE OF HOUSEHOLD GOODS AND A Furniture—I will sell, at No. 402 Ash street, on Friday, May 18, at 10 o'clock a. m., a nice collection of furniture and household goods, consisting of walnut and ash bedroom suites (marble top), lounges, nut and ash bedroom suites (marble top), lounges, parlor suite, willow chairs, organ, marble-top centertables, mirrors, Brussels and ingrain carpets, plush patent rocker, hat rack, bevel glass, gas stove, stands, chairs, carpet sweeper, extension table, feather bed, mattresses, oil paintings and pictures, silverware, chinaware, hamper, stoves, garden tools, step ladder, Jersey cow, and many other articles. These goods are about as good as new. A. L. HUNT, Auctioneer.

WE WILL SELL AT PUBLIC AUCTION, MON-day, May 21, at 2 o'clock p. m., on the premi-ses, Nos. 427 and 429 Blake street, the frame cot tage house of four rooms, cistern, well, cellar, stable, wood and coal sheds; also, on the same lot, a frame store-room. This property is in first-class order and mostly new. An elegant lot, 38x130 feet. Terms easy and made known on day of sale.

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PROPOSALS. DROPOSALS FOR ORDNANCE SUPPLIES-IN-

PROPOSALS FOR ORDNANCE SUPPLIES—INdianapolis Arsenal, Indianapolis, Ind., May 15,
1888. Sealed proposals, in triplicate, upon the blank
forms furnished from this office only, will be received
by the undersigned until 1 o'clock, p. m., on FRIDAY,
June 15, 1888, for furnishing the following classes of
supplies, in such quantities and at such times during
the fiscal year ending June 30, 1889, as the commanding officer of this Arsenal may require, viz.: Rope, forage, iron, leather, lumber, fuel, tools, etc., etc. All
articles will be subjected to a rigid inspection; full
compliance with the specifications will be insisted
upon, and no articles of inferior quality will be accepted. A preference will be given to articles of
domestic production and manufacture, conditions of
prices and quality being equal. Forms containing instructions to bidders, a copy of this advertisement,
blank form of proposals, and specifications for supplies, with column for prices to be filled in by the
bidder, can be had upon application by mail or in person to the undersigned, and samples of the supplies son to the undersigned, and samples of the supplies can be seen at this Arsenal. Bidders to whom contracts are awarded must execute them, and the bo tracts are awarded must execute them, and the bonds when necessary, within ten days after their receipt, and no deliveries under any contract entered into will be made before July 1, 1888, nor after June 30, 1889. Awards under this advertisement for furnishing supplies will be made subject to the contingency that funds shall be appropropriated by Congress at its present session for their purchase. The government reserves the right to reject any or all proposals or parts thereof. Envelopes containing proposals should be marked "Proposals for Ordnance Supplies," and addressed to the undersigned. CLIFTON COMINE Major Ordnance Department, U.S.A. Commanding sociation, headquarters this city, is reported to be in a flourishing condition. They have just been moved into the Griffith Block, where attractive rooms have been fitted up. Within the last ninety days over three hundred rallway of-

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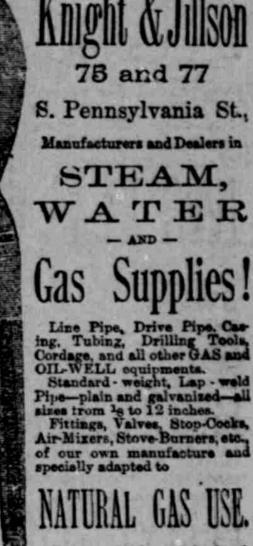
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